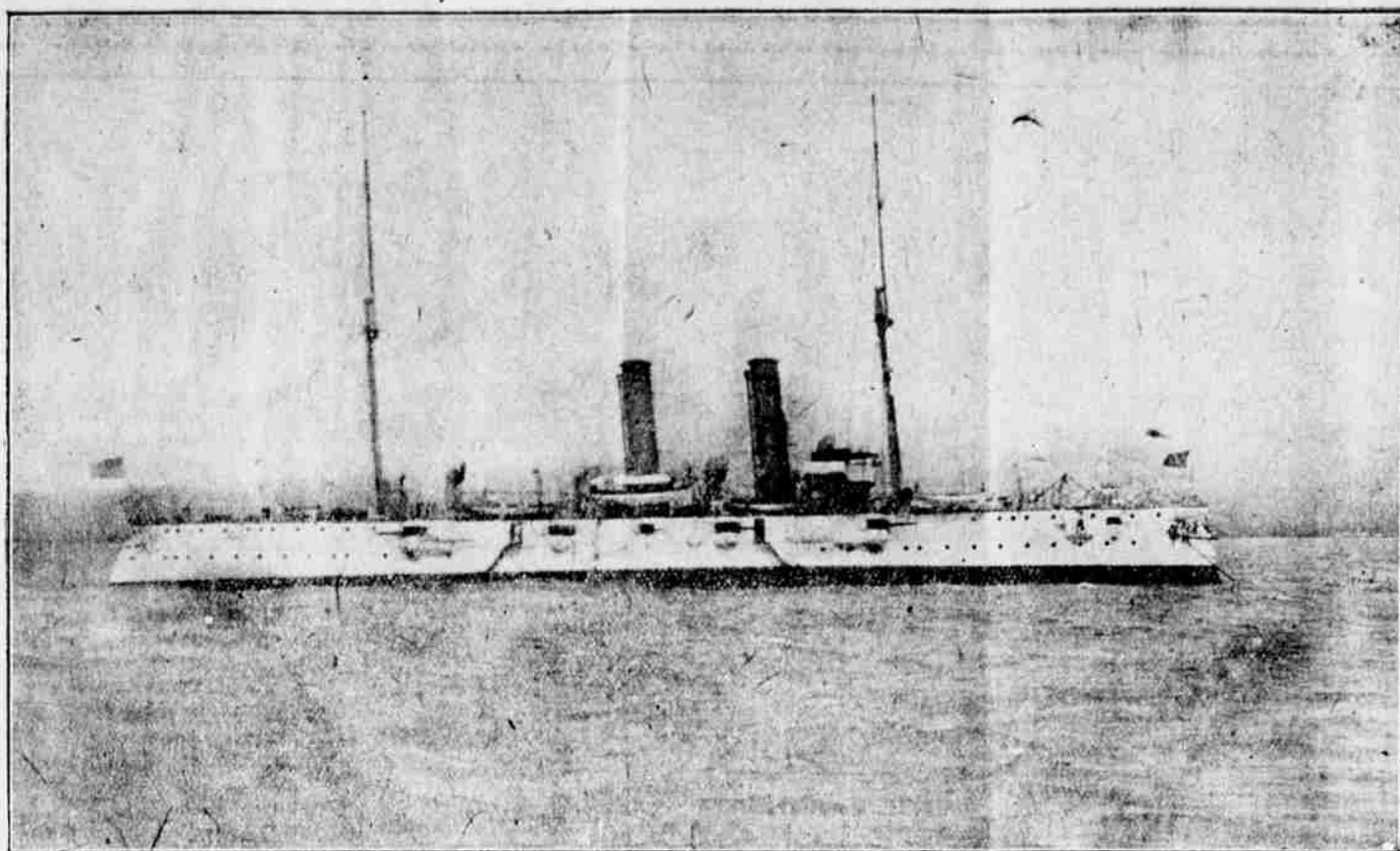


CRUISER RALEIGH FIRED FIRST AND LAST SHOTS AT MANILA BAY



THE U. S. S. RALEIGH OUTSIDE HONOLULU HARBOR.

(Rice & Perkins, Photo.)

THE cruiser Raleigh, which lies in Naval Row as one of the ships of Admiral Evans's fleet, has one of the interesting histories in the new navy. The vessel engaged the Spanish flagship at the battle of Manila Bay, when Dewey forever closed the annals of the kingdom of Spain in the Far East, and she fired the first and last shot in that famous fight. The Raleigh is a sister ship of the cruiser Cincinnati, but she was built at Norfolk, Va., under the direction of the government, while the Cincinnati was built at the New York navy yard, also in government shops. The Raleigh has had not the varied history of her sister vessel, but she participated in one of the most momentous naval victories recorded in the annals of American naval engagements, that of Manila Bay, May 1, 1898.

On board the Raleigh much pride is taken in everything that appertains to accomplishments in signaling. One of the features of life on that well drilled vessel is the recitation by each member of the crew, of the semaphore alphabet at evening quarters. This is accomplished at any time to the note of the bugle which means the pronouncing the name by a sailor, at the same time while making a corresponding display with his arms, the object being to acquire thorough familiarity with the alphabet.

Being a sister ship of the Cincinnati, the Raleigh went into commission in 1893, and had the usual experience of all vessels of the navy at that time—waiting for the outbreak of a war to determine her fighting qualities. She had little to do up to the time of the outbreak of the Spanish war. In the winter and spring of 1898 she was attached to the command of Commodore Dewey on the Asiatic station, the Philippines being then little thought of.

Then came the order to Dewey to break up the Spanish fleet in the Far East. His squadron proceeded quietly to Manila Bay. The Raleigh was the third vessel in the line. During the night they passed the batteries of Corregidor Island, which lies almost in the center of the entrance to the broad and expansive bay of Manila. With no lights displayed the vessels passed the sentry of the city of Manila and the naval depot of Cavite, arousing the Spaniards only at the last moment. The squadron steamed into the bay at some distance from Cavite, and then, making a circle, steamed close in toward the station of Cavite before which the vessels of Spain were lying.

The first shot of this memorable battle which sent a thrill of patriotism throughout the United States is said to have been fired by the Raleigh. She trained her five-inch guns on the flagship Reina Christina and fired them often. The glasses of her officers were centered on the ill-fated flagship and it is said that when one of the shots of the Raleigh struck the vessel a number of sailors, as well as her commander, were swept overboard. A shot from the Spanish ships pierced one of the boats of the Raleigh, and a little later, another boat was struck, but no one was killed or hurt. One of the boats was pierced early in the engagement and another was shattered. Later, the famous command of Dewey to breakfast, was received, and the officers and crew settled down to the ordinary routine of looking after the needs of the inner man, for the

time being. Following the breakfast the squadron sailed into the Spanish squadron and finished it completely. The last shot at the enemy carried a Raleigh compliment.

Captain Rodman, commander of the U. S. S. Iroquois, station ship of the Honolulu Naval Station, was watch officer on board the Raleigh at the battle of Manila Bay, and took a prominent part in the training of the guns on the Spanish warships.

Captain Coghlan, now a Rear Admiral, was in command of the Raleigh at this battle. She was the first of Admiral Dewey's squadron to return to the United States. The vessel returned via the Suez Canal and the Mediterranean Sea. On her way home she was feted in all of the foreign ports en route, particularly by the English garrisons. The Raleigh was looked upon as an embodiment of modern American naval ideas, and was given every honor possible.

Upon arrival at New York the Raleigh was received with all the enthusiasm which an admiring and patriotic nation could accord to a ship which had come home with an honorable record. The acclamations of the Republic were showered on her officers and men. At a dinner given by the Union Club of New York the patriotic feeling ran high, and it was also at this banquet that Captain Coghlan made his famous speech in which he recited the poem "Hoch der Kaiser!" which rang from one end of the world to the other. After the Spanish-American war the Raleigh went out of commission and underwent more or less extensive repairs. About a year ago she was again placed in commission and went to the Asiatic station, going by way of the West Indies, Azores, Mediterranean and the Suez Canal.

On her present cruise from Yokohama to Honolulu the Raleigh consumed about the same amount of coal per day as her sister ship the Cincinnati during the time that ten knots per hour were being made. This averaged about 32 tons per hour, but after picking up the mileage of the battleships, which was thirteen knots per hour, she consumed more than the Cincinnati, which has the record of consuming less coal on the trip than any other vessel of the cruiser squadron.

After being commissioned after her launching, the Raleigh spent most of her cruise on the North Atlantic squadron. Her second cruise was to the Asiatic station during which time she participated in the battle of Manila Bay. After the war she went out of commission at Portsmouth and remained there for about three years.

She still retains most of her original lines. She still carries two masts while the Cincinnati carries but one. Warships are known to foreign navies by the height of their masts. When a vessel looms up on the horizon her masts generally tell her nationality. The Cincinnati, while in the Cuban blockade, had one mast taken out and the foremast was shortened which was intended to deceive the enemy. The Raleigh, on the other hand, claims an advantage in having two masts as she is able to carry sail, should occasion require it, while the masts can be used also for the installation of wireless telegraphy. Wireless telegraph plants await most of the vessels at Hongkong.

RODMAN AND GALT.

Captain Hugh Rodman, of the U. S. S. Iroquois, stationed at this port, who was in charge of the first division on the Raleigh at the battle of Manila, has some little honor due him for the part he took in the conflict. It is believed that the shells fired by his division were those which swept fourteen men and the captain from the decks of the Spanish cruiser Castilla.

There was another officer, now attached to the fleet—Paymaster Galt, who is well known to Honoluluans—who was mentioned in orders. It was due to him that the Raleigh was made ready for sea duty at Mirs Bay. The pumps for several of the ships were not prepared when the orders came to go to Manila, but Paymaster Galt managed to get some ready for the Raleigh, as well as other vessels, enabling them to go to sea in safety.

Captain Rodman received the surrenders of the commandants at Mariavales and Subig Bay.

SECRET WORK FOR A MUNICIPAL BILL.

A request is said to have come from Washington for transmitting thither the Municipal Bill, which was introduced in the Legislature by Representative Long of Oahu but failed to become law. Further it is stated that the document has been sent, presumably to Delegate Kuhio.

Whether this call for the discarded measure has anything to do with the discussion at Washington of the County Act enabling bill remains to be seen.

It may or may not be significant, in this regard, that the Governor has received a report from F. M. Hatch in Washington that opposition has developed to the enabling bill, that he has turned the matter in its entirety over to Delegate Kuhio and Congress have taken a recess, that the plan of validating the County Act there has become practically impossible.

ASK FEDERAL AID TO FIGHT LEPROSY

At a meeting of the Republican Central Committee last night, Senator C. L. Crabbe presiding, important action was taken regarding the afflicted wards of the Territory.

On motion of J. A. Gilman it was voted that the organization suggest to the Board of Health that it should ask the Federal Government's aid and an appropriation for a scientific investigation of leprosy, and invite Germany, France and England to send experts to Hawaii to collaborate with United States experts in that work. It was further recommended that the Governor be requested to take up the matter with Surgeon General Wyman.

WHEN SUFFERING from a cold and you fear an attack of pneumonia, secure a bottle of Chamberlain's Cough Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It always cures and cures quickly. For sale by all dealers and druggists. Benson, Smith & Co., agents for Hawaii.

LIFE IN TENNESSEE

The Tale of Jasper Starbuck the "Moon-shiner."

"The Cowboy and the Lady" was very successfully presented by the Neills last evening to a most appreciative audience, among whom was Admiral Evans, guest of a box party given by Governor and Mrs. Carter.

Tonight "The Starbuck," one of the most successful and most original of American character comedies, will be given. Its author, Ople Read, has created a play springing from the soil and delineating men and women with more than a touch of naturalism.

It portrays life in the Tennessee mountains, the chief character being that of "Starbuck," a typical moon-shiner hunted down by a U. S. Marshal who has been flitted by the old distiller's daughter. James Neill has won much praise for his delineation of this part.

The piece possesses an infectious and spontaneous humor and its key of sturdy, patriotic manhood rings true and clear, holding the auditor to the close.

The Christmas matinee will be played entirely for the benefit of the Home for Consumptive Actors about to be built in Colorado. The various Elks' lodges in the country are planning a series of entertainments and Mr. Neill himself kindly made the offer of his company's services to the local lodge, an offer which they promptly and gladly accepted, Mr. Cohen offering his share for the same cause. "The Christian" is the bill to be repeated at night.

As a special bill, likely to suit the times, "A Contented Woman" will be played on Saturday evening and as with Hoyt's original productions, the vaudeville feature of the entertainment will be strongly brought out. Aside from the very excellent talent of the Neills, the fleet is to be culled of its choicest singers and "stunt" makers for the occasion.

WILDER COMPANY'S NEW SERVICE

On January 1, 1904, the Wilder Steamship Company will dispatch the steamer Maui for Mahukona, Kawaihae and Hamakua ports, to connect with the steamer Alameda sailing on the date of her arrival at noon, carrying United States mail, passengers and freight. The Maui has recently undergone many changes and is provided with large, well-ventilated deckrooms and modern accommodations.

INSPECTED PUBLIC LAND

Mr. Pratt's Rapid Tour on Island of Hawaii.

Is Satisfied Pololu Land Exchange Was Well Turned Down.

Visited the Volcano Besides Hearing Many Boundary Cases and Seeing Lands.

J. W. Pratt, Commissioner of Public Lands, returned yesterday from a rapid official tour on the Island of Hawaii. Judge Philip L. Weaver of the Land Registration Court accompanied him on the expedition, both as attorney in some boundary cases and in his judicial capacity to instruct deputies of his court. S. M. Kanakani of the Territorial Survey was also with Commissioner Pratt on most of the tour, breaking off at Kohala.

"We left Honolulu in the steamer Kinanau on the 15th," Mr. Pratt said, when asked about the trip, "and arrived at Hilo at 9 o'clock the evening of the 16th, after a very rough passage."

"Next morning there was a hearing of boundary cases at Hilo. We finished these at 11 o'clock, and at three o'clock took the train for the Volcano House, arriving there by train and team at 7:20."

"We went down into the crater after dinner. It was more active than it had been for seven years past and well worth seeing. There were three or four places in Halemaumau where the lava was breaking out in explosions like Roman candles. In the large crack outside of the crater liquid lava could be seen. It was about midnight when we got back to the Volcano House."

"The following morning we returned to Hilo in time to catch the Kinanau for Mahukona. We put up that night at the Kohala Club. On the 19th, from 10 a. m. till 10 p. m., we were at the courthouse on boundary cases, several of which were brought up and received final hearing."

"On Sunday morning, the 20th, we drove over to Pololu, Kohala, and examined Government land beyond Niuhili. We viewed some rice lands and found the extent of lands held by others than the Government."

"Returning to the Kohala Club about 1:30, at 4 o'clock we left for Palmer Woods's at Puuhue. We stayed there over night and next day went up through the upper lands of the Kohala Ranch Co. to Frank Woods's place at Kahapa. This is 3200 feet above the sea."

"Thence we went to inspect some remnants of Government land on our way to Mahukona, where we took the Mauna Loa for Honolulu."

"I was gone from the office seven days lacking three and a half hours, and never slept more than once in one place."

"No, nothing particularly new was struck in the trip, but there may be some applications later from Hawaiians for homesteads."

"I may say that I am very well satisfied, from my observation of the Pololu lands, at the turning down of the application of the Bishop Estate for an exchange of that tract for land in Nuanuu. It would not have been a good bargain for the Government."

Mr. Pratt took notice of the desolate condition of Olaa from its former promising appearance as a home for American coffee planters. Instead of the cheerful countenances of white women and children looking down from the vine-clad cottages, scarcely a face that is not Japanese is now to be seen along the roadside. Coffee trees are still growing rankly but untended and interspersed with a heavy undergrowth of dank weeds. There is too much moisture in Olaa for coffee. The Olaa Plantation Co. is gradually absorbing the coffee farms and replacing the trees with sugar cane.

Albert F. Judd has been appointed a United States Commissioner by Judge Dole, there being more business than Commissioner Douthitt can easily handle single-handed.

W. J. Coelho is over from Walluku to confer with the Government about organizing a fire brigade for that town.

A ship was reported yesterday beating up to windward. Owing to light winds she could not make port. It is believed she is the Henry Villard.

MR. COLBURN ON ROBERTSON'S LETTER

Editor Advertiser: And so A. G. M. Robertson the attorney in chief of the double murderer, E. M. Jones, has come to the rescue of the twelve jurymen that brought in a verdict of "not guilty," in favor of said Jones in the Star of this evening, to the effect that said jurymen would have violated their oath had they brought in a verdict to the contrary. His unwarranted attack of me in his address to the jury the other day simply because I deemed it proper to be in attendance at the trial from the beginning to the end, and his audacity to come out in print today prompts me to ask him, the paid attorney of said Jones, that if under the same circumstances and conditions Jones or other of his kind had shot down one of his dear and loving sisters and besides a daughter of one of his said sisters, he, the said Robertson, would not have been one of the first to offer his "not-to-be-beaten" ability in assisting the prosecution to convict the murderer; and a defense such as he had the nerve and audacity to put forward as he did in the case referred to, he would have scorned and turned a deaf ear to. If Robertson knew when he was well off he would accept his successful efforts in defending one of the most cruel, atrocious and cold-blooded murders ever committed in our community and remain in silence.

I have lost a true and loving sister for no fault of her own, and at the hands of a man as sane as his counsel, perhaps not as bright.

"She lost her life for what?" "Killed by Jones." "Why?" Defended by Robertson—for money.

JOHN F. COLBURN.

Dec. 22, 1903.

TWO CLEAR HOLIDAYS REPLETE WITH SPORT

Last night the committee of the Merchants' Association to arrange a schedule of sports for men of the U. S. squadron and civilians arrived at a symmetrical conclusion.

It includes football, baseball and regatta covering Christmas and the day after—Friday and Saturday. What will please the toilers of the city, particularly, is a proposition to make Saturday a full holiday.

Two football games are laid down for Christmas Day. The H. A. C. will play a team from the battleship Oregon, and the Puhahou team will play a combination of the fleet.

Two baseball games are set for Saturday afternoon. All Honolulu will have a match with a fleet combination, while the flagship Kentucky's, champion of the fleet, will play the Kamehameha nine, champions of Honolulu.

It is proposed to hold the regatta on Saturday morning.

Fred W. Macfarlane will go around among the business houses to obtain the consent of the merchants to close up on Saturday for a complete holiday.

In the meantime the committee, of which Representative W. W. Harris is chairman, will wait on Admiral Evans and lay before him the plans above sketched for his approval if they are satisfactory to him, and invite his cooperation to the extent of granting liberty to the sailors for the two days and otherwise as he may be pleased to render assistance.

DEATH OF A HELENE SAILOR

Concerning the death of a native sailor on the Wilder steamer Helene, President Wight, of the Wilder Company, has written High Sheriff Brown the following particulars:

"We regret to inform you that our steamer Helene, sailing from Honolulu on Dec. 19 for Molokai Lighthouse, Mahukona and Kawaihae, thence to Honolulu, lost a member of her crew as per following statement of the master, Richard Nelson:

"Sailed from Honolulu on Saturday, Dec. 19, at 4:40 p. m. Just previous to sailing I saw this man (Kia) on the dock; he being intoxicated to an extent such that he was hardly able to stagger around; but neither I nor the mates saw him come aboard the vessel. We made sail by daylight immediately after leaving the channel, and from that time until we were off Molokai Light, none of the crew were called on to perform any service."

"Upon arriving off the Light took in sail about 8 p. m. the same day; all hands being on deck. At 8:25 p. m., we arrived at Molokai Light, lying then at anchor all night. We sent a boat ashore immediately after arriving at that point; the mate being in charge of same, but Kia was not in that boat. We left Molokai Light at 6:44 a. m. Sunday, Dec. 20. About ten minutes after the anchor was up Kaniwi reported to me that this man was missing. Made diligent search for Kia all over the vessel but could not find him."